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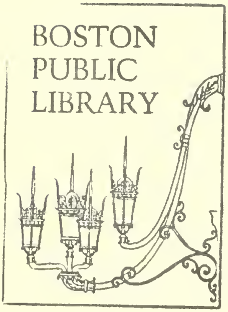

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PLAN FOR THE
UNITED STATES BICENTENNIAL
WORLD EXHIBITION
BOSTON, MASSACHUSETTS

APRIL - OCTOBER, 1975

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1975 World Freedom Fair, Inc.
Boston Redevelopment Authority
September 30, 1966
David C. Harrison

Harbor Islands
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frontispiece

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(excerpt from President Johnson's message to Congress introducing the American Revolution Bicentennial Commission bill -- not including reference to "Life, Liberty and the Pursuit of Happiness", which will be excerpted on the frontispiece for a later section dealing with themes.) (For examp le:)

> Nothing in our proud heritage surpasses the significance of that great struggle for freedom nearly two hundred years ago. . . . In planning this Bicentennial Celebration, we must remember that we are celebrating not only the birth of American ideals, but the birth of ideals that today encircle the globe. . . .

-- President Lyndon B. Johnson, from a message to Congress introducing a Joint Resolution to establish the American Revolution Bicentennial Commission, March 10, 1966

INTRODUCTION: PURPOSE OF THIS REPORT

In 1975 the United States of America will celebrate the 200th anniversary of its birth, the founding of freedom and democracy in the New World and the events that brought it about.

The city of Boston, in New England, the birthplace of American independence, has for some time given thought to its role in the forthcoming celebration of the national bicentennial. Mayor John F. Collins and leaders of the business community agreed, shortly after Seattle's highly successful "Century 21" International Exhibition in 1962, that Boston could, with the greatest benefit to the Nation and to itself, sponsor an international exhibition in 1975 celebrating the U. S. Bicentennial.

To lay the groundwork for this event, now nine years hence, the non-profit 1975 World Freedom Fair Corporation was formed in June, 1963, with Gilbert H. Hood (recently-retired president of Hood Dairies, Inc. and past president of the Greater Boston Chamber of Commerce) at its head. Assisted by the City, "Freedom 75, Inc.," determined and publicly announced on the night of the Great Northeast Blackout, November 9, 1965, that there exists substantial public support for a U. S. Bicentennial celebration, in the Boston metropolitan area and throughout the six-state New England region. Moreover, it confirmed the availability of adequate primary and secondary sites for a world exhibition within the city limits.

To prepare a plan for the exhibition that would win Boston national designation as the site for a U. S. Bicentennial world exhibition, the Corporation called for "hard and unremitting work whose quality is essential and whose price is incidental."

While community response has continued to be equal to the challenge, "hard and unremitting work" by the staff of Freedom 75 has, since November, 1965, produced the first major element of the final plan to be presented to Washington: the master plan for exhibition site development and for permanent site development after the exhibition.

Although no date has yet been set for final presentation to Washington, this preliminary report, containing the master site development plan and some additional planning elements, is published now as part of a long-range effort:

1) to keep the community informed of positive steps being taken by the city and by Freedom 75, Inc., to bring a U. S. Bicentennial world exhibition to Boston;

2) to demonstrate the city's continuing determination, and its ability, to make the exhibition a permanent benefit to all of New England, well deserving of the support of everyone interested in the welfare of this great city and of the historic region of which it is a part; and

3) in this way, to build a solid groundwork of public confidence and community-wide participation in the Bicentennial planning process now under way, to insure that the final event will be, as it should, truly a community effort.

Completion dates for the final plan and its remaining elements to be presented to Washington are suggested in Chapter __________.

PART I

A UNITED STATES BICENTENNIAL WORLD EXHIBITION IN BOSTON

A. THE OCCASION

Independence, Freedom and Democracy

The events of 1775 and the principles of freedom and democracy underlying them will, above all, determine the nature and spirit of their commemoration in Boston in 1775.

The events were the first organized, armed hostility between the Americans and the British, April 19, at Lexington and Concord, the critical Battle of Bunker Hill two months later, and the appointment by the Second Continental Congress of George Washington to the command of the nation's first armed force, the New England provincial army, which forced the British to evacuate Boston in March, 1776, and thus brought about the nation's first victory. The end result was the establishment in fact of American independence, confirmed by the Declaration of Independence in July, 1776, and by the winning of the war in 1781.

Underlying these events were the principles of freedom and democracy, which had been sewn in the New World from the time the Pilgrims, in 1620, established their own will rather than that of the British crown as the foundation of government. It was for these principles, nurtured in the Thirteen Colonies for over a century and a half, that the Revolution was fought, and on which American independence was founded.

The magnitude of these principles and events combines with the magnitude of United States world power and influence today, to

make the forthcoming U. S. Bicentennial unquestionably the most important commemorative occasion in this century.

For in fact as in spirit, the event to be commemorated was truly "the shot heard 'round the world."

B. PREPARATIONS FOR CELEBRATION OF THE BICENTENNIAL

In Washington

That there is to be a national celebration of the U. S. Bicentennial was first notably indicated by President Kennedy, when, in ________________, 1963, he wrote to the Bureau of International Expositions(BIE) in Paris requesting that the year 1975 be reserved for an international exhibition in Boston celebrating the U. S. Bicentennial.

The BIE, created by the Diplomatic Convention of Paris, November 22, 1928, is responsible for interpreting and ensuring observance of the provisions of the agreement, which to date has been ratified by 32 countries, including all the major European countries but excluding the U.S. The purpose of the Convention, according to BIE president Leon Barety, is to:

> establish fundamental principles for the organization and management of officially recognized expositions, so that public events of this kind held on this basis may offer all desirable guarantees to foreign exhibitors, both official and private, and may be conducted in such a manner that the technical and financial efforts of the organizing country as well as the invited nations may be borne without undue difficulty by the persons concerned. By adhering to these principles the promoters of an exposition ensure the greatest probability of its success.[1]

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[1] Letter to President Kennedy, February 7, 1963

Because U. S. non-membership in the Convention of 1928 has prevented the BIE from accepting registration of a U. S. Bicentennial world exhibition, President Johnson in May, 1964 requested the U. S. Department of Commerce

(1) to explore the possibility of U. S. membership in the BIE;

(2) immediately to request BIE approval of a U. S. Bicentennial Exposition; and (3) to review all applications for federal assistance to future international expositions to be held in the U. S., which would be "limited to those which do not conflict with each other or with the anticipated Bicentennial Exposition." Negotiations between the State Department and the BIE are now being conducted to determine the conditions under which the U. S. membership will be sought and granted.

Shortly thereafter, in September, 1964, the U. S. Department of Commerce published rules covering official U. S. government assistance to sponsors of future international expositions to be held in the United States. Its purpose was "to clear the way for a U. S. Bicentennial Exposition in 1975 or 1976 to celebrate the 200th anniversary of American Independence, and to facilitate official recognition by the Bureau of International Expositions." Among its rules was the provision that "requests (for federal assistance) must be consistent with the anticipated holding of a Bicentennial Exposition in 1975 or 1976, and with obtaining BIE approval for such exposition."[1]

The Department subsequently established, in April, 1966 an Office of Expositions within the office of Administration for Domestic and International Business to administer these rules, and generally to direct government participation in International Expositions in the United States.

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[1] U.S. Department of Commerce, Bureau of International Commerce, Rules Governing Official United States Government Assistance to Sponsors of International Expositions in the United States, 29 Fed. Reg. 13570 (September 24, 1964).

Finally, Congress created, in July, 1966, the 35- member "American Revolution Bicentennial Commission," to perform a variety of functions related to the Bicentennial[1]. Chief among these is the coordination of local and regional Bicentennial celebrations, which promises at some stage to bring the Commission into Boston's Bicentennial planning process. Members of the Commission are now being appointed.

On Beacon Hill

Massachusetts has taken similar steps to insure that it sponsors or otherwise participates in well-planned, appropriate Bicentennial celebrations. Following a procedure established when it officially celebrated the Tercentenary of the Landing of the Pilgrims in 1620, the Tercentenary of the founding of Massachusetts Bay Colony in 1630, and the Civil War Centennial, the Commonwealth in May, 1964 created a "Revolutionary War 32-member Bicentennial Commission[2] " Devise plans and programs for the observance by the commonwealth of the bicentennial of the historic events preceding the Revolutionary War."

Like its counterpart in Washington, this Commission will also play an important part in Boston's Bicentennial preparations.

In Boston

The city's preparations thus far for the Bicentennial have consisted of invaluable staff and financial assistance to the 1975 World Freedom Fair Corporation, which on the Mayor's initiative in 1962 was given primary responsibility for bringing a U. S. Bicentennial world exhibition to Boston. A consultant's report to Freedom 75, Inc., affirmed,

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[1] (citation) P.L. 39-491 July 4, 1966

[2] Mass. RWBC citation Chapter 71 Resolves of 1964 May 19, 1964

after an extensive survey in 1964, that "the Greater Boston community will enthusiastically support plans for a 1975 U. S. Bicentennial celebration."

C. WORLD EXHIBITIONS IN HISTORY

(frontispiece)

> Chicago asked in 1893 for the
> first time the question whether
> the American people knew where
> they were driving. . . .
> Chicago was the first expression of
> American thought as a unity. . . .
>
> One lingered long among the dynamos,
> for they were new, and they
> gave to history a new phase.
>
> -- Henry Adams, The Education of Henry Adams, an Autobiography, (Houghton Mifflin, Boston, 1961), 339-343

Legacy of World Exhibitions

History shows that world exhibitions can be, and usually are, worthy celebrations of momentous occasions. They are also a great deal more.

Boston's choice of a world exhibition as its way of commemorating the birth of the nation comes from the realization, gained at Seattle in 1962, that, in terms of community investment, construction and human effort, the value put into a world exhibition can result in permanent value greater many times over to the community.

"Legacy," in fact, has become in recent years the most important standard of world exhibition success. For its legacy of a new civic center, with a $4 million "Space Needle" and restaurant, a $10 million science center (originally the federal pavilion), an 18,000-seat coliseum, 800-seat playhouse, fine arts center and exhibit hall, and 3,100-seat opera house, not to mention a new $5 million monorail, parking garages, new highways, motels, and a permanent boost to tourism and industry throughout the Pacific Northwest, Seattle's "Century 21" Exposition has become an acknowledged "jewel" among world exhibitions.

World exhibitions in 10 nations and on 4 continents have attracted well over 600 million visitors from all parts of the world, since the first of 45 or more was held in London's incomparable "Crystal Palace" in 1851. [1] Including Montreal's "Expo 67" exhibition, San Antonio's "HemisFair 68," and Osaka's exhibition of 1970, the totals will be 12 nations, 5 continents, and well over 700 million visitors within five years. (See table attached with figures to be added and totals to be revised.) On the average, (33 million) people have visited each world exhibition since the formation of the BIE in 1928.

It would take volumes to describe the significance of each exhibition, historically, politically, culturally and/or in any other sense. In view of many exhibitions' great significance there is, in fact, a need for serious historical analysis.

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[1] Figures in this section to be revised

WORLD EXHIBITIONS 1851-1975
ACREAGES AND ATTENDANCE[1]

LOCATION	DATE	ACRES	ATTENDANCE (in millions)	DURATION
(Pre-BIE)				
London	1851	26	6.0	5 months
New York	1853	13	1.3	15 months
Paris	1855	25	5.2	
London	1862	23	6.2	
Paris	1867	41	6.8	
Vienna	1873	40	6.7	
Philadelphia	1876	60	9.8	7 months
Paris	1878	66	16.1	
Sydney	1879	15	1.1	
Melbourne	1880	20	1.3	
London	1886	13	5.6	
Melbourne	1888		2.0	
Paris	1889	72	32.4	
Chicago	1893	200	21.5	
San Francisco	1894			
Atlanta	1895	189	1.2	3 months
Portland, Ore.	1895			
Nashville	1897	200	1.8	6 months
Omaha	1898	170		
Paris	1900	549	39.0	
Buffalo	1901	350	8.1	6 months
Glasgow	1901		11.6	
St. Louis	1904	1,272	19.7	
Leite	1905	173	7.0	
Portland, Ore.	1905		2.5	

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[1] New material is to be added to this table and will affect all totals and av-

LOCATION	DATE	ACRES	ATTENDANCE	DURATION
(Pre-BIE, cont.)			(in millions)	
Jamestown, Va.	1907	350	2.0	7 months
London	1908	140	8.4	
Seattle	1909		3.7	
Brussels	1910	200	4.2	7 months
San Diego	1915-16 (14-15?)	615	3.8	2 years
San Francisco	1915	635	13.0	
Rio De Janeiro	1922		3.0	7 months
Wembley	1924-5	220	27.1	2 years
New Zealand	1925-6			
Philadelphia	1926	275	5.8	6 months
(Post-BIE, 1928)				
Barcelona-Seville	1929			
Paris	1931	500	33.5	
Chicago*	1933-4	424	39.0	2 years
Brussels	1935	375	26.0	
San Diego*	1935			
Paris	1937	250	34.0	
New York*( )	1939-40	1,216	44.9	2 years
London	1951		19.0	
Brussels	1958	470	45.0	6 months
Seattle	1962		10.0	6 months
New York*( )	1964-5	646	57.0	2 years
Montreal	1967	1,007	30.0	6 months
San Antonio	1968			6 months
Osaka	1970			6 months
Boston	1975	800	30.0	6 months

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* Not BIE-sanctioned

Total number of exhibitions:

Pre-BIE: 35
Post-BIE: 15

50

Average period between exhibitions: 2½ years
" " " " post-BIE: 5 years

Years: 124 (1851-1975)

Average acreage: 323 acres (36 exhibitions)
" " post-BIE: 323 acres (9 exhibitions)

Total attendance: 656 million (42 exhibitions)
Average attendance: 15.6 million (42 exhibitions)

Total Attendance post-BIE: 367.4 million (11 exhibitions)
Average attendance post-BIE: 33.4 million

Average duration: 16 months (21 exhibitions)
" " post-BIE: 12 months (9 exhibitions)

Prefabricated buildings of iron and glass, for example, had their origins in the 26-acre "Crystal Palace" of 1851 just mentioned. The machine age was formally ushered in by Philadelphia's U. S. Centennial exhibition of 1876, where Corliss engines and sewing machines, telephones and typewriters, and new methods of kinetic rather than static exhibiting themselves were on display. A restrained Paris, in 1878, seven years after the Franco-Prussian War, brought together for the first time at any international exhibition "world congresses" to deal constructively with the outstanding problems of the age; then, in 1889, produced the Eiffel Tower, several exhibit palaces turned into museums, and, in an exuberant mood at the turn of the century, the Alexander III Bridge over the Seine, a national monument. The two Chicago exhibitions of 1893 and 1933-34, both held during acute national depressions, not only "asked in 1893 for the first time the question whether the American people knew where they were driving," while providing historian Henry Adams with symbols of a new phase of history, but also made the "Midway", with its fan dancers and ferris wheel, synonymous with fun and excitement.

Other world exhibitions, before and since, have made their own unique marks on the course of human progress. And, it is safe to say, those to come -- in Montreal, San Antonio, Osaka and Boston -- will do so, too.

For functionally world exhibitions continue to be as relevant today as over a century ago, if not a great deal more so. While commemorating specific historic milestones, in a much broader sense they give the peoples of the world, through their governments, their industries and their leaders in the arts and sciences, an unique opportunity, in the presence of one another:

1. to assess the age they live in, its past and its future, for themselves and for the benefit of succeeding generations;
2. to assess the progress of all mankind, while contributing directly to it in every field of human endeavor; and
3. to assess their relations with one another, while contributing directly to the cause of world peace by promoting increased international trade and understanding.

The challenge of a U. S. Bicentennial world exhibition in Boston, to leave a legacy of permanent improvements to the community and an indelible, positive mark on human progress, is a worthy one -- one especially worthy of the 200th anniversary of the nation's birth.

D. BOSTON: SITE OF THE U.S. BICENTENNIAL WORLD EXHIBITION

The True Home and Birthplace of the American Revolution

Boston claims the right to hold a nationally- and internationally-sanctioned U. S. Bicentennial world exhibition because it is the "true home and birthplace of the American Revolution." On this ground, the right cannot be denied.

According to the Boston National Historic Sites Commission:

> At no time in American history has any one place ever played a more vital role or exerted a greater influence on 'the course of human events' than the town of Boston between 1760 and 1776....Boston's remarkable role in the Revolutionary movement and

> Revolution was over three months before independence was formally declared. Yet without this notable chapter in history, marked by the bold enterprise and unremitting energy shown by Boston patriots in opposing the tax measures of the new imperialism imposed by the King's Ministry and Parliament, there would have been no Declaration of Independence in 1776 and no war waged when it was and as it was to win the freedom of the Thirteen Colonies.
>
> The political independence and enduring nationality eventually achieved by the Thirteen Colonies, indeed, stemmed from beginnings that were made in Boston . . . . The Revolution, no doubt, will always stand as Boston's greatest contribution to our common heritage . . . . It cannot be denied that sufficient occasion exists for present and future generations to be duly impressed with the historical significance of Boston . . . .the true home and birthplace of the American revolution.[1]

(List of events supporting New England's leadership in the struggle for Independence and the establishment of democracy in the U.S. to be inserted, in box form, now in preparation, with Revolutionary and pre-Revolutionary landmarks in the Boston metropolitan area still existing. Text to accompany the list follows:

The original Thirteen Colonies which fought the War for Independence were led into that war nearly 15 months before the Declaration of Independence by the New England colonies, particularly by Massachusetts, the site of the Battles of Lexington and Concord, the Battle of Bunker Hill, and the evacuation of Boston by the British after the 11-month siege of Boston -- the first significant American victory of the war.

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[1] Boston National Historic Sites Commission, Final Report to the Congress of the United States, 87th Cong., 1st Sess., House Doc. No. 107, ([illegible] 16,1960) 37-38, 44.

Before the war, the New England colonies established the first truly American democratic traditions and institutions: when the Pilgrims signed the Mayflower Compact and settled at Plymouth in 1620; when the Massachusetts Bay Company established a self-governing commonwealth in Massachusetts in 1630; when Roger Williams established democracy in Rhode Island in 1644, with separation of church and state and complete religious toleration; and on the many occasions when British attempts to weaken representative government and the spirit of independence in the colonies were resisted first and most determinedly in New England. The Constitutional Bill of Rights reflects grievances held especially by New Englanders, for whom British rule was by design the most oppressive. The War for Independence was, in fact, a war provoked by the British while trying to punish New England by depriving it of the independence it had already begun peaceably and forcibly to achieve.)

As the focal point for Revolutionary activities leading up to the War for Independence Boston also retains many of the historical structures, relics and landmarks of that period. (see box).

Other reasons why Boston, the "City of Ideas," would be the most appropriate site of a 1975 U. S. Bicentennial exhibition are:

(1) as New England's primary metropolitan center, and the 7th largest market and the prime educational/medical/cultural complex in the United States, it is best equipped and environmentally best suited to support an international exhibition; (see statistical box, attached) and

(2) 1975, the target date for completion of its ambitious, \$3.6 billion city-wide development program and the U. S. Bicentennial coincide, offering Boston an uniquely appropriate occasion to celebrate not only two centuries of its leadership in American independence but also the establishment of its national leadership in urban design and development. (a statistical summary of the Boston Development Program may be inserted here, but is not in preparation at this time.)

(Statistical box to be inserted under "D". Boston: Site of the U.S. Bicentennial World Exhibition").[1]

(All figures refer to the Boston Standard Metropolitan Statistical Area as defined by the U.S. Department of Commerce, Bureau of the Census).

Population: 2.6 million (1964)
Area: 988 square miles
Assessed Valuation: \$6.7 billion (1963)

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[1] Statistics incomplete at this time

E. BASIC POLICIES FOR THE BICENTENNIAL CELEBRATION IN BOSTON

Both the occasion and the method of celebration make it possible at this early date to outline with relative certainty the general policies that will guide long-term preparations for the Bicentennial exhibition and reuse site development.

1. A General Exhibition of the First Category

The exhibition is to be a "General Exhibition of the First Category" under BIE regulations. The BIE defines a "general exhibition" as " any exhibition which includes the products of more than one branch of human activity or which is organized with a view to demonstrating the progress achieved in the whole of a given sphere of activity (such as hygiene, applied arts, modern comfort, colonial development, etc.)"[1]

"First" and "second" category general exhibitions" differ only in that the invited countries at a first category exhibition are responsible for the erection of their own pavilions, where, at a second category exhibition, no country has the option to build a pavilion. The distinction is sufficient, however, to limit significantly the impact of 'foreign nations' presence at an exhibition, and thus, in view of the paramount international character of the U. S. Bicentennial, to call for a decision in favor of the first category.

2. A Regional Event

Planning for the Bicentennial exhibition should continue to be conducted on a regional scale because, first, all of New England is the birthplace of American independence, freedom and democracy, and, second it is expected that the costs as well as the benefits of the exhibition will be shared throughout the six-state region.

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[1] Protocal modifying the international convention relating to exhibitions of 22 November, 1928, (Paris, 10th May 1948)

Each state in New England and particularly the more historical towns can implement this policy by coordinating their Bicentennial celebration plans with preparations for the exhibition, specifically by making their own historical and other attractions as widely known, attractive and accessible as possible. It is not intended, however, that any sizeable Bicentennial construction take place outside the main exhibition site in Boston; improvements to historical and other sites elsewhere would be at the option of the local communities concerned.

3. Close Cooperation with the Federal Government

Like any birthday party, the U. S. Bicentennial exhibition should be conducted as much as possible according to the wishes and tastes of the guest of honor, in this case the United States government. But it should be kept in mind that, to a very great extent, the United States government itself should be regarded -- as it will by foreign governments -- as the host rather than the honored guest. The U.S. government may even decide to undertake partial sponsorship of the exhibition itself, despite the fact that in all the years it has participated in international exhibitions it has never sponsored one. It must speak for Boston and New England when approval is sought from the BIE, which is essential if the exhibition is to be put on. And it must, through the President, extend the necessary invitations to foreign countries to participate, something that no city or state in this country has the authority to do.

In order to see to it that the exhibition is a success by national standards it will be necessary for Freedom 75, Inc., the city of Boston and all of the local and regional planning agencies for the exhibition to cooperate to the fullest extent with their counterparts among the departments and agencies of the federal government. For what is sought, rather than federal support or subsidization of the exhibition, is federal participation, where the relationship of host and guest is kept paramount, and all parties, sponsors and participants, having a sizeable stake in the success of the exhibition, are permitted to achieve their own goals with a minimum of interference from one another. It is hoped that in this manner due recognition can be given to the considerable direct interest in the exhibition of the federal government as well as of the city of Boston and the New England states.

4. Permanence

As has already been suggested, Boston views the Bicentennial as an opportunity, not to boost tourist revenues temporarily or to bring worldwide attention to the city through sensational exhibitions of unusual inventions or commodities, but to harness the enormous amount of capital investment and new construction that normally go into a world exhibition for the permanent good of the entire metropolitan area.

This policy represents a clear rejection of the philosophy that international exhibitions are temporary fronts to be torn down as soon as they have been witnessed, that the main purposes they serve are intangible and not susceptible of lasting preservation. Where a large

factor of waste has intentionally been built into plans for other exhibitions, Boston's plan is intentionally trying to eliminate waste. Its aim is to produce a Bicentennial exhibition that will not only represent efforts to improve the quality of life on earth, but will itself, in some measure, directly, physically, contribute to the improvement of life.

Wasteful competition between foreign and domestic industrial exhibitors can be minimized, for example, if they are encouraged to contribute functional, permanent, and necessary physical improvements to the exhibition site wherever possible. According to this view, the exhibition would be a stimulus to new industrial research and development, for the purpose not of turning out or exhibiting experimental products of doubtful long-term value, but of developing and moreover using feasible new products to meet existing needs. The exhibition would then present a rare opportunity for industry to display its products in operation, functioning as they have been designed to function, meeting actual needs. And because much of the physical development for the exhibition should be permanent, many of these products would retain their sales value long after the exhibition closes.

Likewise, federal, state and local public investment should be channeled into permanent improvements useful in the long run both to themselves and to the community. Since it can be expected to invest heavily in pavilions and exhibits at its own Bicentennial, the federal government in particular should be encouraged to build permanent facilities, preferably of a civic or public nature.

Finally, in keeping with a policy of promoting permanent community improvements, every effort should be made to maximize the exhibition's guiding, generating effect on related community improvements,

such as development of the water and open space resources in Boston harbor, the elimination of water pollution in Dorchester Bay and the Neponset River, and of air pollution throughout the metropolitan area, which today have high priority among civic goals but still require considerable stimulus to reach completion by 1975. For not one part of the city, but the city itself, will be the actual "site" of the U. S. Bicentennial world exhibition in 1975, and will require development and improvement in many respects just as the exhibition site itself.

5. Feasibility

The degree to which physical development for the exhibition and the exhibition itself are feasible will determine, in a practical sense, whether these aims are achieved. Every effort must be made to make the exhibition financially sound, from start to finish. Not that profit is an objective -- the sponsor is a non-profit corporation -- but that the objectives of the exhibition cannot be achieved unless a businesslike approach is taken, involving sound business and economic judgment during preparation for the exhibition and good management while the exhibition is in progress. Moreover, feasibility, more than any other quality, will insure the necessary firm base of local and regional support for the exhibition, which otherwise would not be forthcoming.

6. Entertaining

As an interpretive representation -- a show -- of progress in various fields of human endeavor, which means to stimulate the imagination of its audience and thus to promote further progress, the

exhibition must incorporate the best principles of entertainment from its inception to its execution.

It is impossible to predict now what these best principles of entertainment will prove to be. But it is safe to say their implementation will require a great deal of original thought and effort on the part of the exhibition's planners, sponsors and exhibitors. For world exhibitions today depend more on their originality, not as events, because as events they are no longer original, but as unique, interpretive representations of new ideas and time-proven ideals. This, after all, is the worthiest function of entertainment, and it is the function that this exhibition will have to perform.

7. In-Person Educational and Cultural Exchange

In-person educational and cultural exhibits, as part of a larger, continuing educational and cultural exchange between the nations of the world, would:

(1) serve one of the primary purposes of all world exhibitions, to further the cause of world peace through increased international understanding;

(2) support this nation's statutory rationale for participating in international exhibitions, to "enable the Government of the United States to increase mutual understanding between the people of the United States and the people of other countries by means of educational and cultural exchange; to strengthen the ties which unite us with other nations by demonstrating the educational and cultural interests, developments, and achievements of the people of the United States and other nations, and the contributions being made toward a peaceful and more fruitful life for people throughout the world; to promote international cooperation for educational and cultural achievements, and thus to assist in the development of friendly, sympathetic, and peaceful relations between the United States and other countries of the world." [1]

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[1] Mutual Educational and Cultural Exchange Act of 1961, P.L. 87-256, 75 Stat. 527, 22 U.S.C. 1991, 22 U.S.C.A. 2451, (Sept. 21, 1961).

(3) avoid construction, rent, maintenance and other potentially wasteful costs associated with other types of exhibits, and

(4) appeal strongly to visitors to the exhibition and thus increase the exhibition's overall feasibility.

In addition, U. S. cities currently experiencing a revival of interest in education and culture would welcome an opportunity to share their interest with the rest of the world. In-person educational and cultural exhibits could therefore be arranged to travel from Boston to other parts of the continent, where a wholesome international exchange could take place and a most important benefit of the exhibition would be made directly available to the entire nation and perhaps to other countries in the hemisphere.

PART II

GENERAL PLAN FOR EXHIBITION SITE AND REUSE DEVELOPMENT

A. SELECTION AND DESCRIPTION OF THE SITE

Selection of the site for the U. S. Bicentennial Exhibition was made jointly by the BRA and by Arthur D. Little, Inc., of Cambridge, consultants to Freedom 75, Inc. As explained when publicly announced November 9, 1965, the selection followed four basic criteria. The site had to be:

(1) unusual, scenic, and topographically interesting, to provide a suitable setting for an extraordinary, stimulating event;

(2) easily accessible to the city center and its historic landmarks, without necessarily being a physical part of it;

(3) suitable for a variety of permanent reuses as well as for exhibition use; and

(4) available for acquisition or lease at a reasonable cost.

The primary site originally selected on the basis of these criteria was the 157-acre Thompson Island, in Dorchester Bay, which provides the basic land form for this plan. Among alternative secondary sites meeting the criteria, the 290-acre Columbia Point peninsula was chosen later to provide additional primary acreage adjacent to Thompson Island.

Description of Thompson Island

One of the original land masses in Boston Harbor (see map), Thompson Island was once separated from mainland Boston by about twice the distance that now separates it from Columbia Point, which, like the rest of the city, is approximately two-thirds filled-in land. About 1500 feet of tidal flats and sand bar exposed at low tide is all that separates it from Squantum, making it very close to Metropolitan Boston but physically removed from it. Its views of the city and of the Harbor and islands around it are exceptionally scenic.

In addition to meeting the first two criteria for site selection -- scenic location and nearness to the city -- Thompson Island seems, from the presence of rocky outcrops underwater and the rocky "Squaw Head" hill nearby, geologically capable of supporting extensive permanent development.[1] Its varied topography of hills and lowlands, coves and a 30-acre tidal lagoon, combined with its scenic amenities and sea breezes, make it an uniquely appealing location for residential, recreational, and a variety of related land uses permissible within its present B-1 zoning district.

Thompson Island is surrounded by shallow water, which, since it can be readily filled in, gives the island maximum flexibility in meeting the site size and shape requirements for the exhibition and its reuses.

It has one owner and occupant, Thompson Academy, and, being predominantly cleared land, would require little or no clearance for site preparation.

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[1] Detailed boring data on Thompson Island are not yet available.

Description of Columbia Point

The peninsula now known as Columbia Point was only a 125-acre tidal marsh at the time of Boston's settlement over three centuries ago. Tidal action and man-made fill have enlarged it to two and one-half times its original size. Like Thompson Island, it presents an interesting, unusual site for an exhibition, with many of the island's water, scenic and other natural amenities, and the advantages of potential flexibility in size and shape for the exhibition. Moreover, soil conditions on the Point for building construction purposes are superior in many places to those in the Back Bay, where 570 acres of man-made fill in the last century supported an entire, new residential neighborhood.

The Point's development history, however, suggests that not all the conditions essential for high quality development have been present. From its earliest recorded development around 1875 until 1950 it was the site of a municipal sewage pumping plant, a fuel gas installation, a warehouse converted into a prison-of-war camp during the Second World War, and an asphalt and construction yard, none of which remains in operation today. Throughout its history it has been the site of public and indiscriminant private dumping, to the extent that a substantial portion of its sub-surface acreage today consists of domestic and industrial wastes (see table ___, "Columbia Point Structural Foundation Conditions" in the appendix). Since 1953, it has been visually identifiable from distant parts of the city as the site of a 1500-unit public housing project.

Columbia Point's dump environment, unstable dump site soil conditions and relative isolation from the mainstream of city activity

are leading causes of its chronic blight. Nevertheless, development conditions have improved recently. New elementary and high schools, a data processing center, diversified commercial and industrial uses and a regional shopping center have been built or are under construction. (See table _____ "Existing Columbia Point Land Uses" in the appendix).

There is a strong potential, therefore, as well as a need for permanent development for a variety of uses on Columbia Point, for which a world exhibition would undoubtedly provide a much-needed stimulus.

Thompson Island - Columbia Point Environs:

Boston Harbor

Surrounding Thompson Island and on three sides of Columbia Point is 4,700 acre Dorchester Bay,[1] extending from the mouth of the Neponset River to President Roads, the main shipping channel in Boston Harbor. Some thirty-four islands, along with Thompson Island, are scattered about the Harbor, from Button Island in Hingham Harbor to Snake Island off Winthrop, containing a total of about 1,000 acres of generally open space land over an area of about ______ square miles. Both the publicly-controlled bays and Neponset River, and the mainly privately-owned islands, offer unparalleled opportunities for water-related and open space recreational development serving the region. Other values inherent in the coastal wetlands and tidal marsh areas are fish and wildlife preservation, noteably in the 450 acre[1] Neponset River/ Reservation inland along the Neponset River. Serious pollution of all of Boston Harbor, including the Neponset and other rivers

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[1] [illegible] figure unconfirmed.

emptying into it, threaten recreation and wildlife values alike.

An 18-foot deep channel between Thompson Island and Columbia Point provides commercial shipping access to industries at the mouth of the Neponset, and access for pleasure craft to the Boston Harbor Marina -- the northeast's largest -- at Squantum. The main 40-foot shipping channels are about/ 3,700 feet to the north of Thompson Island; 3,800 feet to the north of these is Logan International Airport.

Water depths in Dorchester Bay range from tidal flats to five feet below mean low water on the east, south and southwest sides of Thompson Island to 18 feet below mean low water in the shipping channel between Thompson Island and Columbia Point. The narrow channels between Thompson Island and Squantum is useable only for small boats at high tide.

B. SITE PREPARATION

ENLARGEMENT OF THOMPSON ISLAND AND COLUMBIA POINT FOR LAND FILL

General Policies and Objectives

Existing acreage on Thompson Island and Columbia Point will be added to by land fill in order to provide an adequate land area for the exhibition. This basic site concept was publicly announced by Freedom 75, Inc., November 9, 1965, and although the estimated amount, shape and cost of the man-made area have since changed, the concept remains the same.

General objectives of the land fill plan have been:

(1) to design a land form able to meet flexible exhibition and reuse site requirements with a minimum of disturbance to existing property owners; and

(2) to insure feasibility and maximum efficiency, through the use of advanced methods of land fill, such as hydraulic pumping, which, owing to the presence of suitable fill material in the harbor bottom within a 2-mile radius, would be capable of providing enormous quantities of fill around Thompson Island and Columbia Point in a relatively short time.

More specific policies and objectives governing the size, shape and cost of the new land areas are:

(1) Shallow waters only, from one to six feet below mean low water, are to be filled in; deeper areas not filled in are predominantly located between Columbia Point and Thompson Island near the eighteen-foot channel. The countours of the site thus generally follow shallow water lines and rock outcrops around Thompson Island, particularly along its southwest and eastern edges, and around Columbia Point.

(2) New land is to be relatively flat, to an elevation of eighteen feet above the Mean High Water, while the present terrain remains unchanged.

(3) Granite block riprap, laid in by hand, is to provide a clean edge around recreational areas, or

dumped in place, as has been done along Pleasure Bay and the Charles River, where there are no recreational uses or piers. Smaller riprap and diking of gravel now on Thompson Island, plus sand, should be used to hold the fill where there are beaches.

(4) Total acreage, adequate for the exhibition and its reuses, should come to approximately 800 acres:

		ACRES	
Thompson Island:	existing	100*	
	new	300	
	Sub-total(includes 30-acre lagoon)		400
Columbia Point:	existing undeveloped	100	
	new	300	
	Sub-total		400
Total			800

(5) Dredging should create new boat channels while providing fill, including a new channel twenty-two feet below mean low water from the main harbor shipping channel to the western side of Thompson Island, to accommodate deep draft ships participating in the exhibition or in permanent activities such as

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[*] Excluding Thompson Academy campus area.

oceanographic research. Another, shallower channel could be dredged between Thompson Island and Squantum to provide improved access for pleasure craft to the Boston Harbor Marina, the Neponset River and new marinas proposed for the south and west sides of Thompson Island. A 30-acre lagoon for pleasure craft could be fashioned out of the existing tidal marsh on Thompson Island, along with coves to break up shore line continuity and to provide protected water areas for swimming, boating and other marine uses. In all, improvements such as these could quadruple the city's recreational boating capacity.

ACCESS

From Other Parts of the Country and New England

Highways

No additional highway capacity should be programmed for the exhibition in Metropolitan Boston since the metropolitan expressway system already programmed -- the Inner Belt, Southwest and other Expressways -- is designed to handle traffic flows on and off the Federal Interstate Highway system scheduled for completion in 1975. Moreover, peak traffic periods for the exhibition will not coincide with daily city-wide peaks.

Air

Access from Logan Airport, only three and one-half miles from Thompson Island by water and eight miles by land, can be facilitated by water limousine and helicopter service, in addition to auto-limousine and rapid transit. Two private plane airports are located on major highways just outside of Boston.

Bus

Inter-city bus service to the exhibition, carrying predominantly one-day visitors from around Boston and New England, can avoid heavy traffic at Columbia Point and stopping for inconvenient transfers to other types of transportation by arriving directly on Thompson Island via Squantum, at special inter-city bus gates. Charter, or tour, bus fares could include the admission price to the exhibition.

Rail

Rail transportation between Boston and any of the ten or so major cities within the East Coast megalopolis will be revolutionized by 1975, with the introduction of 300 to 400 miles-per-hour trains being developed under the Federal High Speed Ground Transportation program."[1] . Travel time between Boston and New York will be cut from four hours to about one hour. From New York to the new South Terminal complex in Boston, and from there to the exhibition site by rapid transit, may take little more than an hour in 1975.

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[1] P.L. 89-220 (Sept. 30, 1965), 79 Stat. 893, 49 U.S.C.A. §§ 1631-1642

Water

An unusually appealing aspect of Thompson Island and Columbia Point as sites for a world exhibition is that they can each be reached from considerable distances by water. Moreover, it is anticipated that an appreciable number of visitors to the exhibition will arrive and depart by water.

Site preparation for the exhibtion will, therefore, include provision for several permanent marinas at various points within the exhibition site. These would accommodate high speed air-cushion craft from other parts of the region, such as Plymouth, Salem, Maine and Cape Cod. A convenient main terminal would be inside the Thompson Island Lagoon.

B. FROM CITY TO SITE AND EXHIBITS

Roadways

The roadway access plan for the exhibition site and its reuses is designed, first, to handle estimated traffic volumes generated by the exhibition, and, second, generally to make Columbia Point and Thompson Island part of a continuous road system for the metropolitan area.

Specific improvements to implement this policy are outlined as follows:

(1) The main road connecting the city center with the exhibition will be via Columbia Point. It will be a MDC-type parkway or boulevard and will be routed from an improved Columbia interchange

with Morrissey Boulevard along the northern filled-in shoreline of Columbia Point. Mount Vernon Street, however, will perform secondary service road functions so that it cannot bisect the peninsula into two isolated halves. Another parkway serving north- and southbound traffic along the Dorchester coastline will connect with the Columbia Point shoreline route from a new intersection with Morrissey Boulevard at Savin Hill.

(2) A combined highway-rapid transit tunnel with link Columbia Point and Thompson Island. At the tunnel exit on Thompson Island, the roadway will connect with a distributor loop road before continuing to Squantum over a bridge of thirty-five feet clearance above mean high water.

1975 U.S. Bicentennial Exhibition

Traffic Volumes on Peak Attendance Days*

Total Number of Visitors	270,000**
Arriving by Auto	108,000
Number of Autos (three visitors per auto)	36,000
Number of Autos Arriving During 11--12a.m. peak hour	5,400
Number of Autos Department During 10--11p.m. peak hour	7,200

*Occurring on 3 different Sundays

** Based on a projected total 6-month attendance of approximately thirty million. Paid admissions estimates are under continuing review; a range has been provisionally established, however, of thirty to forty-five million.

(3) Linking Thompson Island with the mainland to the south, a new Squantum shore drive is proposed paralleling East Dorchester Street, which will join either with Morrissey Boulevard or with a new east-west road crossing the Squantum Naval Air Base to a programmed Commercial Point-Squantum Point bridge in the vicinity of Freeport Street. As an alternative to the Freeport bridge, thought is being given to construction of a dam across the Neponset River near Neponset Circle, possibly from Commercial Point to Squantum Point, which would combine both dam and roadway functions. This section of roadways would form part of a proposed continuous drive or parkway system consisting of the Neponset River Parkway, from Readville via the Truman Highway, to a connection at Hancock Street in Quincy, and thence to an interchange with the Southeast Expressway in Milton. A route would thus be provided to the exhibition site from Route 128 and points west, bypassing the main part of the city on the south.

(4) An alternative site for the Neponset River Dam is between Thompson Island and Columbia Point. In either location, the dam, with locks, roadway and transit line, would create a constant-level all-year (saltwater) boat basin at the mouth of the Neponset River, twice the size of the Charles River Basin, flooding offensive tidal flats along the Bay and the river and thus permitting a higher quality of development in the area.

Parking

On the basis of an estimated 143,000 average attendance at the exhibition daily, with 57,200 arriving by car, or 19,100 cars arriving daily carrying an average of three persons apiece, it is

estimated that a total of 18 (?) 140 (?) acres of parking space for 25,000 cars (?) 19,000 (?) will be required.

PARKING SPACES

	Acres		Parking Spaces	
Thompson Island	6?	50	7000?	8300?
Columbia Point	12?	90?	17000?	12000?
Total	18?	140?	24000?	20300?

As in the case of roadway capacity, parking capacity is designed to handle 36,000 cars at any one time on peak attendance days (see traffic volume table above). Visitors arriving by car will be able to purchase admission tickets inside the parking areas, and to include transit fare to the exhibition site in the price of admission.

Sections of general parking areas will be reserved for exhibition employees, who will be able to pay a flat monthly rate. For visiting dignitaries and others usually accorded VIP receptions, ten additional surface and subsurface acres for 1,400 cars and 40 buses have been alloted on Thompson Island.

It is hoped, however, that technological advances in parking space construction within the next few years will permit plans for the Exhibition to allocate far less surface acreage to parking and to set it aside instead for more productive uses.

Rapid Transit

Primary or "A" System

Assuming about 60 per cent of the total attendance use transit and that 20 per cent of the peak 270,000 attendance leave during the 10--11 p.m. peak hour transit service must be provided capable of carrying 32,000 persons in one direction.

The main existing transit line which will serve the exhibition site is the MBTA's Cambridge-Ashmont "Red" line. As the first component of the "A" system it will be joined at Columbia Station by a two-rail spur under Mount Vernon Street on Columbia Point, carrying passengers to Thompson Island via tunnel and continuing underground, in both directions, to a permanent terminal near the site of the U.S. pavilion adjacent to the island's north cove. Another permanent on-the-island stop combining entrance and egress facilities, admission gates and orientation facilities, will be located at the lagoon; one stop will be located on Columbia Point at the proposed amusement area. Convenient access will be provided on the Island to the secondary , or "B" system, and to the proposed pedestrianway network.

"A" System

Length of Columbia Point Spur	1,800 feet
Train capacity	32,000 persons per hour
Car Length	70 feet
Car Capacity	56 seated, 130 practical maximum
Cars per Train	4

Secondary or "B" System

A secondary or "B" system is planned to serve a number of long-range and more immediate purposes:

(a) to provide visitors with good transit service between exhibition areas, parking lots, and "A" system stops, at a leisurely pace, with interesting views of the site and of surrounding areas during periods of relatively low as well as of high demand; and,

(b) to demonstrate advanced techniques and equipment for rapid and/or feeder transit service.

Such a prototype "loop" system could run along a separate right-of-way on the median strip of the roadway connecting Columbia Point parking and amusement areas with Thompson Island. Stops would be placed at every 1,000 feet. Capacity of the line would be about 20,000 persons per hour. All of the system except sections linking Columbia Point and Thompson Island exhibition parking areas would be permanent.

Water

Water-borne traffic to and from Logan Airport, the new South Terminal area, other harbor islands, downtown Freedom Trail sites, the amusement area on Columbia Point, and other points around the site, will be accommodated by docking facilities:

(a) at the "A" system terminal and U.S. Pavilion , north cove;

(b) at the amusement area on Columbia Point; and

(c) at the Thompson Island lagoon.

The lagoon stop, as already indicated, would be designed to serve long-distance, air-cushion craft.

Pedestrian

A complete network of grade-separated pedestrianways, set in green open spaces, is planned to enable pedestrians to walk about almost all of the island, both during and after the exhibition, without [illegible] advanced techniques and equipment [illegible] other areas of [illegible] services.

[illegible] "loop" [illegible] could run along [illegible] the southern [illegible] connecting [illegible] Thompson Island. Stops [illegible] placed at every [illegible] capacity of the line would be [illegible] persons per hour [illegible] of the system [illegible] Island [illegible] areas [illegible]

[illegible] Logan Airport [illegible] South [illegible] connecting [illegible] sites, will [illegible]

[illegible] and [illegible]

[illegible] Columbia Point and [illegible] Island [illegible]

[illegible]

having to cross moving traffic. Only along the western edge of the island, where there will be beaches and marina facilities, will pedestrian access be limited.

PART II

GENERAL PLAN FOR EXHIBITION SITE AND REUSE DEVELOPMENT

C. PLAN FOR EXHIBITION USES

1. Policies and Objectives

The site plan for exhibition uses implements the exhibition's overall policies and objectives (see pp. xx) in the following manner.

Permanence and Legacy

Exhibitors will be encouraged to design and construct their pavilions to accommodate permanent reuses wherever possible. Adjoining pavilions in clusters, with party walls on common lot lines, for example, would provide a characteristic urban density of development, relieved by plentiful green and paved open spaces and water areas, appropriate for the types of permanent reuses being considered. Temporary public improvements, needed only for the period of the exhibition, will be minimized.

Regional Bicentennial Celebration

Visitors to the exhibition will be encouraged to attend other Bicentennial celebrations in New England and to visit other historical landmarks outside Boston. In-person educational and cultural exhibits, world congresses, scientific demonstrations and

other special events at the exhibition will be coordinated, whenever possible, with related activities at Boston's War Memorial Auditorium, the new NASA space research center in Cambridge, and at any of Metropolitan Boston's many educational, cultural and research institutions.

Organization of the Exhibition

The exhibition site plan is organized to give visitors a coherent, comprehensive view of the site and of the various exhibit areas. Visitors must be able particularly to comprehend the intended interrelation of these areas, so that while choosing which area to visit they will not miss the exhibit's overall theme and intent.

Universal Coverage and Interrelation of Exhibits

The exhibition is to be universal. Like Montreal's Expo 67 - "The Universal and International Exhibition 1967" - it must cover every field of positive human endeavor, its problems, prospects and accomplishments, in order to present a complete picture of human progress in 1975. Emphasis on outstanding fields of endeavor in 1975 will be made, depending also on final selection of themes for the exhibition, (see Part [illegible] , "Themes for the United States Bicentennial World Exhibition", see pages xx below). Interrelated fields shown at different locations will be linked by the multi-directional communications-transportation network.

Permanent Capital Web of Service Areas

A permanent "Capital Web" of exhibit services and community facilities, including pedestrianways, open spaces, art works,

landscaping, rest and service areas, marinas, special activities, and the "B" transit system, will unify the entire site and ensure that no exhibit or reuse after the exhibition will be isolated.

Water Use Design

The site's many water areas constitute an invaluable functional and esthetic resource. The site plan accordingly encourages their use whenever possible to relieve development densities and to provide views, passive and active recreation, and suitable sites for oceanographic research. Unusual architectural design effects can also be achieved by building structures out over water, where these would not obstruct pedestrian flow or water recreational activities along the shoreline. Setback lines along the water edge are not to be imposed except for a maximum construction limit of 50 feet out over the Thompson Island lagoon.

Aesthetics

Landscaping and artificial lighting will be heavily relied upon to enhance the site's many natural and aesthetic amenities. Much of the artificial lighting, as well as landscaping within the "Capital Web" service areas, will be designed with the aid of design review controls to provide an aesthetic, harmonizing influence throughout the site, permanently. For the exhibition is expected to draw large crowds at night, particularly to the Columbia Point main amusement area which will remain open to 2 a.m.

Areas to be permanently lit include all water edges and shoreline open spaces, interior plazas and open spaces bordered by pavilions, pedestrianways and major roadways. Individual pavilions

will have temporary lighting, designed and coordinated with other pavilion lighting to accent outstanding architectural qualities, exhibits and artwork on the grounds.

Some percentage of exhibitor investment will be required for interior and exterior art, such as sculpture, paintings, mosaics, frescoes, reliefs and ornamental metalwork, to ensure that the exhibit as a whole strives for the highest aesthetic achievement.

Pavilion Location and Design

The design and exact location of individual pavilions and service areas on specific lots is left to later, more definitive planning, when general land use and building regulations for the exhibit and its reuses will have been established. Building heights, however, will be limited to about 200' in some locations owing to the proximity of Logan Airport. The highest buildings will be located around the site perimeter, where they will provide counterbalancing poles of attraction for centrally located lower buildings. A prime focal point of exhibition and reuse activities, however, at the main transit and water stops at the lagoon, will also have high-rise, high-density development.

II. Organization of Exhibition Areas

Exhibition areas are organized into zones and sub-zones that, it is hoped, will correspond to all the major fields of positive human endeavor. Reuse goals and the selection of themes for the exhibition will play an important part in determining their relative size and location and their treatment by exhibitors.

Exhibition areas will be divided into four basic zones:

ZONE I - Scientific Exploration and Discovery

ZONE II - Physical Resources

ZONE III - Human Society

ZONE IV - Human Culture

Within each zone any type of exhibitor would, in principle , be free to exhibit, providing, of course, that exhibits pertain to the types of human activity being treated within that zone.

ZONE I - Scientific Exploration and Discovery

Size: 32 acres

Location: Immediately north of the first "A" transit stop on Thompson Island, at the lagoon, generally oriented to the west, toward the Bay, the amusement area on Columbia Point, and the City.

Subjects: Generally the environmental sciences: life; earth; space; water; climate; and air.

Facilities: Deep water dock on the 18 foot channel between Columbia Point and Thompson Island for oceanographic research craft, and for visiting hydrographic, naval, and other vessels; permanent institute of oceanographic research and aerospace research center.

Exhibitors: Generally industries, institutions and government agencies.

ZONE II - Physical Resources

Size: 37 acres

Location: South of Zone I, oriented toward the southwest, fronting on the channels between Thompson Island and Columbia Point and between Thompson Island and Squantum.

Subjects: Development and preservation for practical use of all of the earth's physical and natural resources: soil; vegetation; ores and minerals; petroleum; water; and all the basic elements.

Exhibitors: General manufacturing industries, mining and agricultural industries, institutions and government agencies.

ZONE III - Human Society

Size: 110 acres

Location: Main part of Thompson Island to the east of Zones I and II, extending from the "A" system north cove terminal and the United States pavilion to the channel between Thompson Island and Squantum. Includes the 45-acre area enclosed by the "B" transit loop.

Subjects: The structure of human society: international; national; regional; urban; rural; primitive and advanced; family. The goals of society: health, safety and welfare; political, social and economic. Training and employment. Land use planning. Theories and practice; reasoning and beliefs.

Exhibitors: Generally United States and foreign governments, states and municipalities, domestic and foreign industries. A Plaza of Nations will be located on the lagoon within the pedestrianway network, where each nation and state will have its day. The United States pavilion will be located at the north cove adjacent to the "A" transit terminal.

ZONE IV - Human Culture

Size: 5 Acres

Location: On and around a small hill next to the lagoon at the first "A" transit stop on Thompson Island.

Subjects: Performing and creative arts, opera, music, leisure time activity.

Facilities: Ampitheatre, with seating on slope of hill and stage over the lagoon, hotel, museum and gallery, waterside location, bandshell, shops, land and water recreation.

Exhibitors: Generally public and private creative and performing art groups, institutions, individuals and foreign governments.

MERRY UNIVERSE - Amusements

A 30-acre site, with several small hills and water areas on the northeast tip of newly filled-in Columbia Point, has been set aside for a permanent, regional amusement area.

With the suggested name, "Merry Universe", adapted from ______________________, this large amusement section would rival Chicago's "Midway" at its two world's fairs, and "Century 21's" booming "Fun Forest" at Seattle in 1962. Specific amusements are not part of this general plan, but it is thought that large replicas of famous sights, like those now on display at Copenhagen's internationally famous "Tivoli Gardens", would prove particularly appealing to visitors of all ages and backgrounds. Rides would also very likely be offered, along with dancing, cafes, restaurants and international boutiques. A sizeable public marina would be situated on the edge of the area at a small bay inlet.

ACREAGE BREAKDOWN

Exhibit zones will occupy approximately 28 percent (?) of the total area. Marinas and the Merry Universe amusement area combined will similarly take up about 28 percent (?); the "Capital Web" of services and open space, 16 percent (?); and parking, 26 percent (?), (air rights excluded); (excludes roadway and transit line acreage). Total acreage devoted to all types of exhibition use on Thompson Island and Columbia Point comes to about 660 acres (excluding roadways, etc. - see above).[1]

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[1] Corresponding percentages for Expo '67 in Montreal are: pavilions and exhibits, 27 percent; parking, 32 percent; and land and water open space, 27 percent (excluding circulation and landscaping).

UNITED STATES BICENTENNIAL WORLD EXHIBITION

ACREAGES FOR EXHIBITION USE

EXHIBIT AREA	ACRES	
Zone I		
Oceanography	16	
Aero-space (science center)	16	
Total		32
Zone II		37
Zone III		
Plaza of Nations	4	
U.S.A. and States	66	
International-Industry	40	
Total		110
Zone IV		5
Merry Universe		30
Water Areas		
Thompson Island:		
Lagoon	25	
Cove	75	
Two Marinas	8	
Science Center Marina	9	
Sub-Total	117	
Columbia Point:		
Merry Universe Marina	20	
Columbia Point Marina	20	
Sub-Total	40	
Total		157
Capital Web Open Spaces and Service Areas		
Thompson Island	90	
Columbia Point	14	
Total		104
Transportation		
Roadways	x	
Transit Lines		
"A" System	x	
"B" System	x	
Air Rights	16	
Total		x

ACREAGES FOR EXHIBITION USE - Continued

Parking		
Thompson Island	70	
Columbia Point	100	
Total		170
Total Acreage		661

ACREAGE BREAKDOWN BY ZONES AND EXHIBITION USES WITH PERCENTAGES OF TOTAL

Zone Use		Acreage	Percent of Total
Zones		184	28 (?)
Merry Universe	30		
Water Marinas	157		
Sub-Total		187	28 (?)
Services	19		
Open Spaces	85		
Sub-Total		104	16 (?)
Transportation	x		
Parking	170		
Air Rights	16		
Sub-Total		186(?)	27 (?)
Total		661(?)	100

D. PLAN FOR THOMPSON ISLAND AND COLUMBIA POINT REUSE

POLICIES AND OBJECTIVES

City of the Future

Legacy, the ultimate objective of the 1975 U.S. Bicentennial World Exhibition, is also the ultimate objective of the $3.6 billion 1960-1975 Boston Development Program. Conceived and initiated in 1960 by Mayor John F. Collins, the ambitious, comprehensive c ity-building program is well on its way to creating the proudest legacy of historic and architectural preservation, civic design, and new and rehabilitated residential and other land use development in the nation. Its premise is that the improvement of human life must begin in the city, where modern civilization faces its greatest challenges and rises to its greatest achievements. Its driving spirit is the will of all peoples to chart their own destiny.

The permanent reuse site plan for the U.S. Bicentennial borrows heavily from the spirit of the Boston Development Program. Its objective is to create a showcase city-within-a-city, an entirely new community demonstrating to the world that man, with determination and imagination, can indeed fashion an environment that both serves and reflects his highest ends.

The Bicentennial's own spirit of Freedom will keynote the new community's development. Housing will be plentiful in a variety of sizes, densities, locations and designs, for families and individuals of all incomes and ages. Abundant natural amenities on the exhibition site will be prepared for a variety of land- and water-related recreationl activities, serving both the residential

community and people from all over the region. Maximum choice in training and employment opportunities will be offered by a variety of commercial, institutional and industrial services capitalizing on Boston's world fame as the "City of Ideas".

It will all be of the highest order man can devise -- in 1975 at least. For then, in more ways than one, the sky will no longer be the limit.

II. EXHIBITION FACILITIES REMAINING OR TO BE CONVERTED TO OTHER, PERMANENT USES AFTER THE EXHIBITION

THE SITE: Land Fill and Transportation

(see chart following)

COMPONENT	EXHIBITION USE	ACREAGE	REUSE	ACREAGE
Land fill	Site size and shape	600	site can be expanded	---
Roadways	Primary vehicular access	?	same	
"A" Transit system	Primary public transportation access	?	same	?
"A" Transit System Air Rights				
Columbia Point	Not directly related to exhibition	?	commercial core for residential neighborhood	?
Merry Universe	Information-oreintation services; galleries	?	small shops	?
Thompson Island Lagoon	Freedom 75, Inc. administration	(200,000 sq.ft.)	offices	---
"	Freedom 75 center	?	commercial-civic	?
"	Security	(20,000 sq.ft.)	offices	---
"	VIP parking under boutiques	?	parking; boutiques to remain	?
"	World press-radio-T.V. communication center	(94,000 sq.ft.)	local radio-TV station	---
"	Orientation concourse	?	shopping concourse	?
"	Hotel	?	same	?

COMPONENTS	EXHIBITION USE	ACREAGE	REUSE	ACREAGE
Thompson Island Lagoon	Heliport on roof of Freedom 75 center	?	same	?
"	International Businessmen's Center	(21,000 sq.ft.)	offices	?
U.S. Pavilion "A" Stop	Service center	?	shopping center; potential expansion for offices	?
"B" Transit System	Secondary collection-distribution transportation	?	prototype feeder system for "A" system stops at lagoon and U.S. pavilion	?
Water transportation	National-international access	9	same	9
Columbia Point-Thompson Island channel deep draft marina.				
Thompson Island lagoon marina	Regional water access	25	same	25
Two other Thompson island marinas	Local access	8	same	8
Columbia Point Marina	Local access	20	same	20

COMPONENTS	EXHIBITION USE	ACREAGE	REUSE	ACREAGE
Parking				
Columbia Point	Parking for amusement and main exhibit areas	100	same	38
			residential-open space-recreation	
Thompson Island	General inner-city bus and VIP parking for main exhibit areas	70	residential, open space, recreational, research, & development	70

EXHIBIT ZONES

Zone	Subject, Type of Exhibitor and Facilities	Acreage	Reuse	Acreage
I	Oceanographic research main pavilions	16	Oceanographic research, national institute or faciliites shared by Boston's educational institutions.	16
	Other exhibit facilities	10	laboratories	10
	Open air exhibits	8	expansion space	8
	1,500-foot bulkhead for ocean-going vessels	--	same	--
	Aero-space Research	5		5
	Main pavilions	--	aero-space research	--
	Small boat landings	--	same	--
	Central plaza orientation services	--	same	--
	Restaurant	--	same	--
	Industrial--government exhibits	--	regional aero-space science museum or additional research laboratories, possibly adjunct to a university.	--

Zone	Subject, Type of Exhibitor and Facilities	Acreage	Reuse	Acreage
II	Exhibits dealing with development and preservation of physical and natural resources	37	Housing (see chart, "Post-Exhibition Residential Reuse", pages______)	37
III	U.S., states and municipal government pavilions, open air exhibits, gardens, landscaping and pedestrianways.	40	University complex, emphasizing post-graduate training in international, social, political and economic studies.	40
	Pavilions of foreign governments and foreign and domestic industries and institutions	19	libraries, schools, churches and other community facilities, where feasible and appropriate.	19
	Plaza of Nations pedestrianways, open spaces, small amphitheatre.	?	Nucleus of Junior High School; housing (see pages ______)	?
	Fire Station	?	Same	

Zone	Subject, Type of Exhibitor and Facilities	Acreage	Reuse	Acreage
IV		5		5
	5,000-6,000 seat amphitheatre	--	same	--
	Art museum	--	same	--
	Enclosed lecture hall	--	same	--
	Open-air exhibit spaces, open spaces, gardens, sculpture, pedestrianways, boat landings	--	same	--
	Small pavilions around hill and lagoon edge	--	public and commercial, including restaurants, shops, and galleries, expansible on air rights.	--
Capital Web service areas (all zones)	Boutiques, public toilets, souvenir shops and other concessions	70*	commercial shops along grade-separated permanent pedestrianways; major development spine for residential areas.	70*
Merry Universe (Columbia Point)	Amusement area	30	same	30
			Total Acreage	658(?)

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* not including Columbia Point

1975 United States Bicentennial Celebration

POST-EXHIBITION RESIDENTIAL REUSE*

Type	Density	Site	Acres	
3-story single family row houses, for all income levels, for sale or lease.	20/50 HU per gross acre	Thompson Island: on site periphery.	36	
		Columbia Point	13	49
4-Story single family row houses with 4-story garden apts., for all income levels, for sale or lease.	30 HU per gross acre	Thompson Island: generally central area (Zone III), midway between transit stops and site periphery.	66	
		Columbia Point**	27	93
Elevator apts., for all income levels and age groups, for rent, or for cooperative or condominium joint ownership.	50 HU per gross acre	Thompson Island: near transit stop and on site periphery.	37	
		Columbia Point**	39	76
Mixed	20/50 HU per gross acre	Columbia Point**		20
				238

(*) Estimated total resident population: 25,000
(35 HU density x 3 persons per HU x 238 acres equals 24,990)

(**) Includes 42 acres outside of the exhibition site.

1975 U. S. Bicentennial

EXHIBITION REUSE ACREAGE TOTALS

REUSE	ACRES		PERCENT OF TOTAL
Residential			
Thompson Island	139		
Columbia Point (exhibition use)	57		
Columbia Point (new use)	42		
		238	34%(?)
Institutional			
Educational-research	66		
Cultural	5		
		71	10%(?)
Community Facilities			
Schools, churches, etc.	19		
Open spaces	180		
Water spaces-marinas	157		
		356	37%(?)
Commercial			
Air rights	22		
Research & Development	45		
Entertainment (Merry Universe)	30		
		97	14%(?)
Transportation			
Roadways	?		
Transit			
"A" system	?		
"B" system	?		
Pedestrianways	?		
Parking	38		
			5%(?)
Total			
		662	
		38	

		700(?)	
		658 (excluding Columbia Point 42 non-exhibition reuse acres)	

III. THEMES

(Frontispiece: excerpt from LBJ message introducing A.R.B.C. bill to Congress - passage referring to Life, Liberty and Pursuit of Happiness)

A. STANDARDS FOR SELECTION OF THEME

Content as Well as Form

Every world exhibition has found for itself a name and a motif, whether supplied intentionally by its sponsors or accidentally by history. (Refer to some exhibitions, e.g. Vienna 1873, Philadelphia 1876, Chicago 1893, Paris 1900, San Francisco 1939, Seattle 1962, New York 1964-65).

Up to the present time, however, the art of theme selection and implementation for world exhibitions has still remained at a comparatively primitive level; sponsors of world exhibitions have traditionally excluded the presentation of thought, as opposed to things, from their range of purposes.

Accordingly it comes as a major revolution in world exhibitioning that Montreal, in 1967, will attempt seriously to implement a comprehensive, interrelated set of themes for Expo '67, under the title "Man and His World", arranged, not by product or type of exhibitor, but by type of productive human activity. By this means, and by construction of theme pavilions throughout the site, Expo '67 will contribute content as well as form to its exhibits, and set a worthy precedent for exhibitions to follow.

Establish Exhibition's Purposes

Without themes, the purposes of a world exhibition are left to the world's imagination. Themes should therefore relate to these general purposes:

(a) To further the cause of world peace by promoting increased international trade, communications and understanding;

(b) To promote international cooperation toward the creation of a better life for all humanity, through advancement of the goals of positive human endeavor and through solution of the problems of our time; and

(c) To give each exhibitor an opportunity to demonstrate its characteristic contributions toward the accomplishment of these and of its own constructive ends.

Themes should relate to the specific purposes of the United States Bicentennial exhibition:

(a) To commemorate the 200th anniversary of the nation's birth, the events that brought it about, particularly in New England, and the principles of freedom and democracy for which the American Revolution was fought; and

(b) To focus world-wide attention on the cities of the world, wherein mankind is choosing in ever greater numbers to meet the challenges and to create the highest achievements of his time.

A Name, A Purpose and A Life of Its Own

Most important the exhibition commemorating historic events will itself soon be a part of history. The identity it assumes, to our own and to succeeding generations, will not only reflect but will in large measure determine the degree to which its purposes have been served.

Themes must be designed:

(a) To heighten potential exhibitors' incentives to participate. They must want to contribute to and be associated with the exhibition's motives and ideals; and

(b) To heighten the public's incentive to visit the exhibition. People also must find sympathy in it for their own highest motives and ideals or else want it to enrich their lives with meanings they had never discovered.

With proper themes, an exhibtion not only acquires a name and a motif, but, more important, a purpose and a life of its own.

B. TOWARD A SELECTION OF THEMES

Procedure

The 1975 World Freedom Fair Coporation is now proceeding toward the selection of themes. Its primary assumption is that themes for a national commemorative exhibition, with unique world-wide implications and regional involvement, must ultimately reflect views characteristic of all of New England - particularly of it s renowned intellectual community. Leading American historians, for example, whom Congress consulted for their views on the proposed American Revolution Bicentennial Commission, live in and around Boston. No more illustruous collection of experts in the sciences and humanities exists in the nation, than in New England and its symbolic capital, the "City of Ideas". To find its name, its life and purpose of its own, the exhibition need go no farther than next door.

Although it cannot be forseen who in the end will supply themes for the exhibition, the following procedure for theme selection is proposed to insure that the selection is at least a good one:

(a) Freedom 75, Inc. will solicit suggestions for themes from leading creative thinkers and American historians in New England. Suggestions will be sifted according to their relative merits and a broad preliminary selection of alternatives will be made.

(b) Preliminary themes, collectively forming a manageable subject for debate, will then be submitted to a representative convocation of New England historians and other cultural and intellectual leaders for their final selection.

(c) In keeping with the spirit of community involvement, so deeply instilled in New England colonists and patriot leaders over two centuries ago, the convocation site could be Faneuil Hall or the Old State House, or any one of a number of pre-Revolutionary town meeting places preserved by the City. The meeting itself might even follow, in its organization and procedure, precedents set by New England's historic town meetings, where American freedom and democracy were born.

The selection of themes as well as the themes themselves present the United States with an opportunity to dramatize to the world what it stands for at its own International Bicentennial Celebration. It is an opportunity that, especially at the birthplace of American independence, cannot be passed up.

C. IMPLEMENTATION

The Basic Framework

Primary themes and related sub-themes should be chosen for each exhibit zone at the exhibition corresponding to each field of endeavor

treated in that zone. Thus the organization of themes should follow the organization of the site plan.

Themes for Zone I, for example, would relate to the problems, achievements and overriding issues of the day in fields of scientific exploration and discovery. Similarly, themes for Zones II-IV would relate to problems, achievements and issues of the day in their respective fields.

The possibilities for creative thought are virtually unlimited, as indeed they should be. Now it will be up to some of the world's most accomplished creative thinkers and doers - in New England - to see that they are realized.

1975 U.S. BICENTENNIAL WORLD EXHIBITION
TABLE # COLUMBIA POINT SOIL COMPOSITION

Elevation	Soil Condition-Composition
0' to 20' below mean low water	Domestic and industrial waste fill, organic and inorganic solids
10' below to 10' above mean low water	Peat: highly organic, soft.
crust (elev.?)	Clay and sand; foundation for all buildings on Columbia Point except for the *Boston Globe* plant
0' to minus 150' below mean low water	"Boston Blue Clay," plastic, inorganic clay
(?)	sand and gravel, boulders embedded in clay
(?) (bed rock)	soft shale

1975 U.S. BICENTENNIAL WORLD EXHIBITION

TABLE DIRECTION, SPEED AND DEPTH OF DORCHESTER BAY AND NEPONSET RIVER TIDAL CURRENTS

Current	Direction	Maximum Speed	Average Tidal Depth Variation
Neponset River	S-N around northern edge of Thompson Island and S-E between Thompson Island and Squaw Head (?)	1 knot	9.4'
Dorchester Bay	Between Thompson Island and Spectacle Island	1 knot	9.4'

1975 U.S. BICENTENNIAL WORLD EXHIBITION

TABLE COLUMBIA POINT LAND USES, 1966

Owner	Location	Use	Future Development	Acres	Date Constructed
Public					
MDC	Koscuisko Road Circle	Police station and road maintenance yard	Conversion to storage space use	1	?
MDC	Along the Strandway	Vacant	Police station	8	---
City of Boston	325 Mt. Vernon St.	Paul A. Dever elementary sch. and playground	Expansion	3	?
City of Boston	Mt. Vernon St., between Dever school and St. Christopher's church	Vacant (??)	Elementary school(already built?)	6	1966?
Boston Housing Authority	270 Mt. Vernon St.	1500-unit public housing project, with playgrounds and parking lots	--	35 housing 23 parking -playgrounds 58 total	1953

Owner	Location	Use	Future Development	Acres	Date Constructed
City of Boston	End of Mt. Vernon St.	Dump (discontinued 196__)	?	35 including (?) plus (?) 9 acres under water(?)	---
City of Boston	End of Mt. Vernon Street	Sewage pumping station and sewer line (discontinued 1966(?)	Demolition(?)	9	1873
Private					
St. Christopher's Church	265 Mt. Vernon St.	Church and rectory	(Social center addition)?	5	?
First National Bank	2 Morrissey Blvd.	Data processing center	-	6	1963 (?)
WHDH, Inc.	50 Morrissey Blvd.	Radio-TV station	-	3	1960

Owner	Location	Use	Future Development	Acres	Date Constructed
Dickie-Raymond, Inc.	Columbia Park	Mail order firm; advertising	-	3	1962
Security-Columbian-New England Division, U.S. Bank Note Corp.	240 Mt. Vernon St.	Financial-commercial printing	-	(?)	1965(?)
John Hancock Mutual Life Insurance Co.	245 Mt. Vernon St.	District offices (insurance)	-	4	1962
S.J.Tomasello Corp.	401 Mt. Vernon St.	Asphalt plant (shut down since 1959?)	?	2	1934
Family City Corp.	Mt. Vernon St. and strandway(?)	"Bayside Regional Shopping Center"	-	33	1966-7(?)
Campancelli Bros.(?)	End of Mt. Vernon Street	Dump (discontinued)	?	62	-
Jesuits(?) (Society of Jesus?)	150 Morrissey Blvd.	Boston College High School	Expansion	23 campus 33 vacant 28 under water 84 total	1950
Other	scattered	Small commercial (e.g. "The Bee Hive"; Superette, etc.)	-	-	-

Plan For The United States
Bieentennial World
Exhibition

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